

Street. The new ADM west tracks will not include a connection to the NS Mainline; however, a new connection will be constructed west of the CSXT/NS Mainline Grade Separation as described below.

4. NS Access Track - A single interchange track will be constructed from the ADM single track near the Brookshire Freeway (I-277) viaduct to the NS Mainline near the NS North Graham Street overhead bridge. This new connection will relocate the NS access point to ADM from west of the CSXT/NS Mainline Grade Separation to the east closer to the NS Charlotte Yard, further reducing railroad congestion in the Project area.
5. Engine Track - A single track will be constructed from the ADM single track near the Brookshire Freeway (I-277) viaduct, crossing over the CSXT trench on a new bridge, to align north of and parallel to the CSXT trench and connect with the CSXT SF Line at the east end of the Project near the North Tryon Street bridge. This track will allow a CSXT engine to exit the ADM facilities and pass the stored grain cars. Since this track will occupy part of the right-of-way used for the CSXT temporary track, this connection will not be constructed until after the CSXT temporary track is removed.

The new ADM siding tracks will not only replace ADM and CSXT storage tracks at the CSXT Tryon Yard that will be eliminated by the Project, but will also improve existing and future rail operations in the Project area. The current CSXT SF Line passes through the CSXT Tryon Yard, creating major conflicts between CSXT SF Line trains and CSXT local switcher and grain car set offs for ADM. The existing layout requires the 60 railcar unit grain trains to travel past the ADM Mill to the CSXT Pinoca Yard west of Center City Charlotte. At the CSXT Pinoca Yard, the unit grain trains are broken down into cuts of 6 to 10 cars and then each individual cut is moved back to ADM, requiring 6 to 10 trips across the CSXT/NS at-grade intersection. The existing layout of the CSXT Tryon Yard tracks and the ADM siding also creates traffic flow problems for CSXT/NS interchange traffic that passes through the CSXT Tryon Yard; CSXT/NS interchange traffic cannot operate while CSXT is setting out grain cars for ADM. The new ADM/CSXT east tracks will be southeast of the realigned CSXT SF Line and CSXT trench, reducing freight operating conflicts.

Currently, the existing ADM west tracks connect with the NS Mainline at a NS siding South of West Ninth Street. The current connection conflicts with NS's plans to upgrade the siding to a third Mainline track and also conflicts with the proposed passenger rail tracks planned for the Charlotte Gateway Station. The new ADM west tracks will be completely separated from the NS Mainline tracks and future passenger rail tracks in this area. Finally, the plan for the new siding tracks will allow CSXT to break down and store an entire 60 car unit train in the vicinity of the ADM Mill, eliminating the back and forth trips between the CSXT Pinoca Yard and ADM, improving efficiency of CSXT's operations in the area. Concept plans for the new ADM siding tracks are included in Appendix B.